

A SAFEGUARD IN WAR.

THE AMERICAN PROPOSAL FOR EXEMPTING PRIVATE PROPERTY FROM SEIZURE—MOTIVES OF ENGLISH AND FRENCH ACTION.

London, May 31.  
The proceedings of the Congress at The Hague are followed with close attention and exceptional interest in England. There is nothing in sight on the Continent except the hurly-burly of the Dreyfus case in Paris; and there is the closest possible approach to stagnation in English politics. The Peace Congress fills the European stage, and public attention here is not diverted from it by any side show at home or abroad. It has already gone far enough to convince cynical observers that something will be done to promote the peace of the world by the creation of a permanent court of arbitration, to which nations may voluntarily, and not under compulsion, refer their grievances and differences. There is also a reasonable prospect, not for disarmament, but for the adoption of various methods of minimizing the evils of war on land and sea. Among these projects the extension of the famous rules of 1864 for the regulation of the high seas in time of war occupies the foremost place in relation to British interests.

The Declaration of Paris undoubtedly set a higher level of international action for the regulation of the open sea than had been known previously. It abolished privateering; it established the protectorate of the neutral flag over enemies' goods; with the single exception of contraband of war, it exempted with the same exception neutral goods from seizure even under an enemy's flag; and it enforced the principle that blockades in order to be binding must be effective. These four points were accepted by the great Powers, which arranged the conditions of peace after the close of the Crimean War, but the United States stood out against them because they did not go far enough. It declined to be bound by them because they did not secure exemption from seizure and capture for all private property in time of war. This principle would have minimized the evils of warfare on the high seas and have been a great gain for civilization. It was the ground of justification for the action of a progressive country in refusing to join in an international league against privateering; and naturally it has been proposed at The Hague as the American method of reducing to the lowest terms the problem of maritime warfare in the future. If carried into effect, it will restrict the destructive energies of modern navies to contests between fighting ships. It will secure the commerce of the world against attack or disturbance during the period of hostilities.

TREND OF NATIONAL OPINION.

The trend of national opinion on this question may be easily forecast. Weak nations, like the Netherlands, Denmark and Norway and Sweden, with large merchant fleets and no relays of battleships behind them, will naturally advocate the principle of the exemption of private property from seizure during war time. It appeals strongly to the enlightened self-interest of great maritime Powers, Germany, with a rapidly increasing commerce, and naval resources involved in its protection and maintenance, will also favor this progressive policy. Russia, Austria-Hungary and Italy will also be drawn into a similar attitude of friendliness to the progressive policy proposed by the United States. The two Powers whose position is uncertain are those with the greatest navies, England, with the largest merchant fleet in the world, also has the most powerful navy available for the protection of its vast shipping interests. France, with the second navy in readiness for immediate duty on the high seas, has also immense maritime interests to attack as well as to protect in time of war. There are many considerations to be weighed in the balance before a practical policy for either of these rival naval Powers can be intelligently defined with reference to the American principle of exemption of private property from seizure.

The adoption of the American safeguard for all private property contraband of war, whether under a neutral or an enemy's flag, would deprive the greatest two navies, those of England and France, of much of their destructive energy. England, as the predominant sea Power, has its chain of coaling stations encircling the globe, would be called upon to abandon the privilege of raiding and harrying commerce and distributing prize money in the naval service. France would also tie her hands in advance of war, and blind herself to respect the rights of private property in a campaign with England or Germany. England would have the compensating advantage of a comprehensive safeguard for the protection of her vast commercial interests and of a merchant marine that whitens every sea. This safeguard would be less important to France, because her shipping interests are small in comparison with those of England. France would be required to make a greater sacrifice than any other maritime Power in agreeing to sanction the American principle of the sanctity of private property on the high seas in time of war. Her navy is today the most formidable menace to which the shipping interests and commerce of England are exposed. The potential value of her naval armaments would be greatly diminished if an international veto were placed upon the seizure and confiscation of private property at sea.

ENGLAND'S VIEWS.

In England opposite views are taken of national policy on this question, which America has raised as a practical measure for reducing the evils of naval warfare. There is only one consistent advocate of the old-time ideas and policies of the Manchester school. This is "The Manchester Guardian," which has promptly supported the American proposal, and urged the shipping and mercantile interests of Great Britain to bring their influence to bear upon the Foreign Office in favor of an international ruling for the defense of private property. On the other hand, the imperialist writers for the press, who have been defending year after year naval estimates aggregating \$25,550,000 for the maintenance and enlargement of the fleet and its coaling stations, are not prepared to accept without reserve this enlightened policy for the protection of commercial interests. They do not consider it either safe or prudent for the predominant sea Power to place any additional limitations upon its belligerent rights. They discuss the plea that the American proposal would be a safeguard for British commerce as plausible rather than important. This is a fatuous method of begging the question, which "The Manchester Guardian" has raised. While the current naval estimates have never been exceeded, not even during the Napoleonic period, when England was fighting against the world, every merchant knows that an international agreement to respect private property under any flag in war time would be even more helpful than the most powerful fleet of battleships in preventing the rise of insurance premiums on merchant ships and their cargoes.

It is evident that neither France nor England will strongly support the American proposal without reluctance and searching heart. They have the most expensive and highly developed navies and are not anxious to blind themselves to a virtuous resolution never to strike at an enemy's commerce on the high seas. If France were to do this, she would surrender

a powerful resource against England, whose existence during war time is dependent upon the uninterrupted passage of merchant ships with food supplies into her harbors. A country which during the last thirty years has maintained not only an immense army, ostensibly for the reconquest of the lost provinces, but also a powerful fleet as a means of retelling the Egyptian question, is not likely to be easily beguiled into a humane policy based on the inherent rights of private property. The American proposal would restrict the operations of the French fleet to an unequal contest with a superior English fleet, and deprive naval warfare of an important resource against a country whose chief peril in war time is failure of food supplies. Unless France is willing to make this sacrifice of potential energy against her rival's merchant marine, England will also be indifferent to the voice of reason and the interests of humanity. The Manchester school has gone out of fashion and the imperialist spirit is dominant in the press. The current idea is that British commerce is safe so long as the most powerful navy retains command of the sea, and that shippers can well afford to pay high insurance premiums in time of war.

A PROFIT TO INDUSTRIES.

It must not be forgotten that while there are vast commercial interests to be protected by an international guarantee for the safety of private property at sea, there are also many English industries which are profiting by the militarism of the times. While England has been ordering her naval and military armaments on a stupendous scale during recent years, her shipbuilders and gunmakers have been placing foreign nations on a high level of self-defense, if not on a war footing. All these industries of war have been flourishing during a long interval of peace, and their output year after year has been no inconsiderable portion of the general trade of England. It is militarism that has stimulated in no small degree the industrial energies of the shipyards of the Clyde, the Tyne and the Thames, and helped to keep the iron trade of the Midland counties in a prosperous state. Industrial England no longer listens to the doctrinaires of the Manchester school, and deplores the wicked waste of national armaments and preparations for war. A very influential section of it is convinced that militarism, while possibly bad in morals, is good for general business. It stands behind the imperialism of the day and strongly upholds the principle of Sea Power as the strong rock of national defence. "The Manchester Guardian" would find it no easy undertaking to rally the shipping and industrial interests of England in support of the American proposal for minimizing the evils of militarism by protecting private property at sea and thereby diminishing the necessity for naval armaments. Industrial England is divided in opinion on the material advantages of any relaxation of belligerent rights.

The American delegates at The Hague will have to do a good deal of missionary work before their project can be generally accepted. Italy is already committed to the principle of the immunity of private property from seizure, and Germany is strongly disposed to favor it. Russia and Austria-Hungary are not opposed to the project, and the small maritime Powers are heartily in favor of it. It is France that blocks the way primarily, and Russia, while not acting openly with her at the Peace Congress, is still her ally. Great Britain has taken a strong stand in favor of a permanent arbitration tribunal, and lifted at once the Peace Congress to a high level of action. It is not easy to believe that its representatives have been instructed to oppose the American proposal for limiting naval warfare to a contest between warships. If such action has been taken, it will not lack influential support in England. Never has there been a higher valuation of naval supremacy and Sea Power as the main safeguards of the Empire; and now, as in the past, England is doing a profitable business in enabling nations to defend their interests and by increasing their armaments. A friendly America, however, offers a humane policy for the common interests of all nations, and one which will be a safeguard for British commerce in naval warfare. Lord Salisbury will assume a grave responsibility if he contrives, directly or indirectly, to set it aside.

EXPORTS AT THE FLOOD.

STEAMSHIP AGENTS SAY THE TRAFFIC WAS NEVER SO HEAVY.

ENGLAND WANTS AMERICAN LOCOMOTIVES AND ELECTRICAL APPLIANCES. GERMANY HEAVY MACHINERY, AND HOLLAND TOOLS FOR HER COLONIES.

That the high tide of prosperity which has prevailed in this country since the war with Spain has resulted in an enormous exportation of American goods to foreign countries is a fact well known to all. One has merely to read the papers and note the market and Custom House reports to learn that American food products have never before been exported in such abundance. It is not so easy, however, to determine the amount of manufactured goods which is being exported. As there is a general belief that the exportation of the latter has more than kept pace with the increase in exports of other kinds, a Tribune reporter visited the freight offices of several transatlantic steamship companies yesterday to learn if this was true. The answers he received would convince the most incredulous.

"Why, the outward-bound freight business that we have done in American manufactured goods since the war is simply unparalleled," said Oscar R. Cauchols, the general freight agent of the Compagnie Generale Transatlantique, popularly known as the French Line. "We have had to turn away all small shipments and put up our rates, and even then we are up to our ears in work. The increase has not come about in the last two or three months—it has been going on rapidly for a year. The principal things we ship are agricultural implements and electrical machinery."

"France is buying the latter as she never has before; and the good harvests which have prevailed over there of late have made the farmers prosperous, and have resulted in a wholesale importation of American-made agricultural implements. They are buying American railroad goods in large quantities, also, and our ships are filled with all sorts of hardware and wood-enware made here."

AGRICULTURAL TOOLS FOR EAST INDIES.  
W. H. Van den Toorn, the freight manager of the Holland-America Line, told the same story. Holland has in the past always bought a large amount of goods manufactured in America, he said, "but in the last few months it has looked to me as though she were trying to buy America out. They buy American agricultural tools mostly, and these are used not only in Holland, but a large proportion of them is sent on for use in the Dutch East Indies."

F. George Messmer, the general manager of the freight department of the Hamburg-American Line, said that his line had never before had so many articles of American manufacture to Europe.

"I cannot specify the articles which we carry most," he said, "because our steamers are carrying an unusual amount of everything in the way of manufactures. I think, however, that American heavy machinery is received no more than any other manufacture, although the increase in the last six months in the exportation of hardware and woodenware of all

B. Altman & Co.

LADIES' DRESSMAKING AND TAILORING DEPARTMENT (THIRD FLOOR.) COMMENCING MONDAY, JUNE 12th. ORDERS WILL BE ACCEPTED AT DECIDED CONCESSIONS FROM REGULAR SEASON'S PRICES.

ALSO THE BALANCE OF OWN MAKE MODELS, ALL DESIRABLE FOR IMMEDIATE WEAR, WILL BE OFFERED AT GREATLY REDUCED PRICES.

WHITE GOODS AND FLANNELS. A MISCELLANEOUS ASSORTMENT OF IMPORTED GALATEA CLOTHS AND COTTON DUCKS, ALSO A VARIETY OF STRIPED AND CHECKED FLANNELS, 14c. PER YARD, FORMERLY 25c. (FIRST FLOOR—REAR OF ROTUNDA.)

Eighteenth Street, Nineteenth Street and Sixth Avenue.

An Unusual Purchase. In spite of the fact that you have learned to look for the unusual in our announcements, we believe that the news of our latest purchase will make particularly pleasing and profitable reading. The ill health of the head of the firm of

De Courcy & Co., 59 West 46th St., New York.

necessitated their giving up business. We purchased the entire stock at a fraction of its original cost, and offer it for sale on Monday and the following days at corresponding reductions. The firm of De Courcy & Co. are as well known in Paris and London as in New York. They catered, however, only to the class of trade demanding the most elegant and expensive goods. The stock mainly consisted of a large variety of Hats and Bonnets, all of the finest description, Walking, Dinner and Evening Shirt Waists, Silk Petticoats and Underskirts, Flowers, Feathers and Silk Hosiery.

The following items give but a faint idea of the collection which for richness, beauty and importance has seldom been excelled.

- TRIMMED HATS—Your own judgment will tell you the true worth of this Hat showing, Handsome walking, garden and visiting Hats and Bonnets, sold by De Courcy & Co. from \$10 to \$20, each all at 39c.
- SILK PETTICOATS, in plain, changeable and striped taffeta silks, as low as 4.98
- SILK PETTICOATS, plain and changeable silks, with three or four ruffles from 7.50
- SILK PETTICOATS, accordion plaited taffeta silk, finished with pinked ruffles, from 10.75
- PETTICOATS—Black and colored Mercerized Petticoats, with five ruffles and those with deep accordion plaited ruffles from 3.50
- FINE FRENCH FLOWERS, consisting of Roses, Lilacs, Bignonia, Poppies and Poinsettias of various kinds; you would willingly pay an importer \$1 for most of them, but we say 39c
- ALL-OVER NETS, decorated with gilt, silver and jet spangles, remembrance ties, silk braids, fancy crowns, straw trimming ornaments and pins, in all the latest effects, at marvellously low prices 15.00, 25.00 & 39.00

EHRICH BROS., 6th Ave. & 23d St.

sorts has been tremendous. These American manufactured goods go not to Germany alone, but they are distributed far and wide throughout Norway and Sweden, Finland and Russia." At the offices of the Cunard Line, which runs to Liverpool, England, it was learned that the same rush had been experienced there, and that England was buying goods of American manufacture just as freely as any country on the Continent.

F. Toppin, the freight manager of the White Star Line, backed up this statement. "Our steamers have for the last few months been filled to the decks with goods of American manufacture bound for England," he said. "Electrical machinery predominates, and we are carrying everything from a dynamo to a globe. England is really in its infancy as regards electricity, and the amount of electrical machinery which she is importing from the United States is enormous. This machinery is distributed all through England, although most of it goes to Manchester and Hull."

RAILROAD MACHINERY FOR ENGLAND.

"And then, as you know, the English are buying American-built locomotives at wholesale, and, in fact, American railroad machinery of every sort. I think the chief reason for this is the quickness with which American engines are turned out. The English firms are rushed with orders for locomotives just now, and they cannot promise to fill a new order in less than eighteen months generally. Over here you can turn out an engine in almost no time after the order is given, and I think it is this which accounts for the way in which American locomotives are being sent to England. I am not saying that English locomotives are better, but I think American speed and promptness are the cause of the wholesale way in which you are shipping locomotives to England. We do not hear so much of this line of exports, because locomotives are generally shipped in a steamer chartered directly by the manufacturing company. They put the locomotive aboard by instalments if they wish, and send the ship away just as soon as the locomotive is completed, without delay. Of course, our steamers have to sail on schedule time, and when the sailing day comes they cannot wait for all the locomotives in Christendom."

At the North German Lloyd offices C. Klupfel, of the freight department, said that the steamers of his line had carried to Europe from one case of American-manufactured goods through the winter, but that the exports had fallen off somewhat in the last few months.

"Navigation is easier now, you see," he said, "and that makes a big difference. It equalizes the carrying and gives more to other lines. The carrying and giving more to other lines, the present decrease was to be expected. But the way in which we carried American goods to Europe last winter would have opened your eyes. It was tremendous, tremendous!"

A. Dams & Co.

6TH AVE. 21ST AND 22ND STS. The balance of our stock of high grade Lace and Spangle Robes will be closed out at the following great reductions:

- LACE CIRCULAR DRESSES, made of fine croquette net, with Chantilly applique patterns; also of Brussels net, with applique flowers and trimmed with Chantilly insertions, Cut down from \$15 to 6.98
- LACE CIRCULAR DRESSES, made of fine Escorial and Chantilly laces, 5 yards around skirt, 50 inches deep, Cut down from \$25 to 8.50
- SPANGLE OVERSKIRTS, very closely covered, waist to match, Cut down from \$28 to 9.98
- SPANGLE CIRCULAR SKIRTS, several shapes, all well covered, with waist pieces to match, Cut down from \$30 to 12.98
- HEAVILY SPANGLED CIRCULAR SKIRTS, several shapes, Cut down from \$50 to 25.00
- 20 VERY ELEGANT SPANGLE DRESSES, circular and other fashionable shapes, with pleated demi-flounces made of net and chiffon, black and silver, blue and black and all black, Cut down from \$75 to 39.00

PLUMS Millinery Dept.

Ladies' Untrimmed Straw Hats, Over 10,000 Hats—latest shapes—in three lots at the following notable reductions from real value.

- \$1.00 Hats, 25c.
- \$1.50 Hats, 49c.
- \$2.00 Hats, 69c.

A great tumble in the price of Sailor Hats. Jumbo Sailors from 75c. down to 39c. From \$1.00 down to 49c. From \$1.75 down to 89c.

Rough Rider Hats, Correctly trimmed, full Milans, from \$3.50 to \$4.50 each down to . . . 2.98 ROUGH BRAIDS.

Split Braids Sailors, from \$2.50 down to . . . 1.48 from \$3.50 down to . . . 1.98

Trimmed Sailors, in rough braids, trimmed with velvet bands, rosettes of Mousseline De Soie and pointed quills, from \$3.00 down to 1.48

The Best Bicycle Values on Earth.

- Men's Wheels for next-to-nothing. Made to sell for \$50, at \$12.98
- 24-inch frame only, Cushion Frame Richmonds, Men's 26-inch frame only, at \$18
- Falcon Bicycles, Men's and Women's, at \$25
- And the Peerless Humber Bicycles, Men's 24-inch frames, \$40
- Men's 26-inch frames, \$35
- Catalogued by Humber & Co. for \$102.
- A N D Lady Humbers, Catalogued for \$106, at \$40

Hot Weather Food

(NEEDS NO COOKING.) THE HEALTHIEST FOOD ON EARTH. Cook's Flaked Rice is certainly the cleanest and purest food product I ever saw. I can heartily recommend it as highly nutritious and easily digested. For children during the summer months there is no better food. CHAS. A. HICKS, M. D., Agent of the BOARD OF HEALTH, Fall River, Mass.

15 C. Large Package All Grocers

Flaked Rice

John R. Commons, J. W. Sullivan and E. Pomeroy. The subject for June 20 will be "Workingmen's Compensation and Employers' Liability." That for June 27 will be "The New Laws Relating to Seamen," and the speaker will be James H. Williams.

ANNUAL REPORT SHOWS A DEFICIT. AMERICAN MUSEUM OF NATURAL HISTORY HAS A SHORTAGE IN RECEIPTS OF \$21,346. The thirtieth annual report of the American Museum of Natural History, just issued, shows an estimated deficit in the receipts of \$21,346, of which \$12,152 was for account of maintenance and \$9,194 for endowment.

President Morris K. Jesup says it is expected that the additions to the buildings will be completed in the present year. The investigation of the glacial deposits in the Delaware Valley near Trenton has resulted in the addition of important material to the department of anthropology. Other additions to this department have been obtained from New Mexico, Utah, South America and elsewhere. The department of vertebrate zoology received in the year 126 mammals, 54 birds, 1,000 eggs, 25 reptiles and 180 fishes. A collection of nearly 1,800 species of the First Glaciation of the New Moon Over the Right Shoulder instead of Over the Left."

HERESY TRIAL OF THIRTEEN CLUB. Preparations for the heresy trial, to take place at the Central restaurant, on the roof of the New Jersey Central Railroad Building, on the occasion of the women's dinner of the Thirteen Club next Tuesday evening, are now complete. The full court as appointed for the trial is as follows: Presiding Justice, Chief Justice P. C. Hamilton; associate justice, First Vice-Ruler C. I. Schampain; complainant, R. B. Waldo; defendant, Receiver J. G. Robin, who will act as his own attorney; prosecuting attorney, Historian Clark Bell; associate counsel for the defense, R. B. Waldo; clerk of court, Custodian S. K. Bergen; foreman of the jury, Citizen George Francis True. The jury will be selected from twelve young women, to be selected from those present at the dinner. The charge is "Expressing Gratitude to Captain of the First Glaciation of the New Moon Over the Right Shoulder instead of Over the Left."

WORK WHEN THE WAR WAS OVER. When the troops began to arrive at Montauk Point the auxiliary provided nurses for the field hospitals there, and, becoming interested in the needs of invalid soldiers at the railroad stations, it established a physician and nurses at Long Island City. Moreover, for the comfort of the invalids who were unable to sit up, but anxious to get home, two drawing-room cars were converted into ambulances and attached to the trains running from Montauk to Long Island City. The report adds that while the Executive Committee considers the work of Auxiliary No. 3 now formally closed, great good is still being done and will be done in the hands of the special committee in sending nurses to Manila and the Philippine Islands. The officers of the auxiliary are: Executive Committee—Bishop HENRY C. POTTER, President; Mrs. JAMES STEVEN, President; Mrs. W. HAYWARD CUTTING, Second Vice-President; Mrs. WINTHROP COWDIN, Third Vice-President; Mrs. GEORGE F. SHRADY, Jr., Treasurer; F. K. STURGIS, Assistant Treasurer; Mrs. EDWARD L. BAYLES, Secretary; Mrs. CHARLES B. ALEXANDER, Mrs. LUCIUS K. WILBERDING, Mrs. WILLIAM M. FLEITMANN, Mrs. MARION STORY, Mrs. W. LANSMAN HILL, Mrs. W. S. COWLES, Mrs. MOSES HOPKINS, Mrs. C. DE FOREST, Dr. ANITA NEWCOMB M'GER and the officers ex-officio.

SOCIOLOGICAL CONFERENCES. The Sociological and Economic Committee of the Social Reform Club has just brought its regular winter courses to a successful termination, and has arranged another short closing series of open conferences on practical sociology, to be held on Sunday evenings at No. 3 University Place. Lawrence Gronlund, author of "The Co-operative Commonwealth," will speak on "The Collectivist View of Radical Taxation Reform" this evening at 8 o'clock. On Tuesday there will be a regular club meeting, beginning at 8:15 p. m., at which the subject for discussion will be "Proprietary Representation," and the speakers will be B. J. Wright, Professor